A VISION. A PLAN. A COURSE.

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new directions for growth

RTP Scenario Revisions

2007

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Approaches

1. Revising Workshop Scenario
   - Redefining densities
   - Updating Redevelopment/infill rates
2. Transit Scenario
3. Centers Scenario
4. Hybrid Scenario

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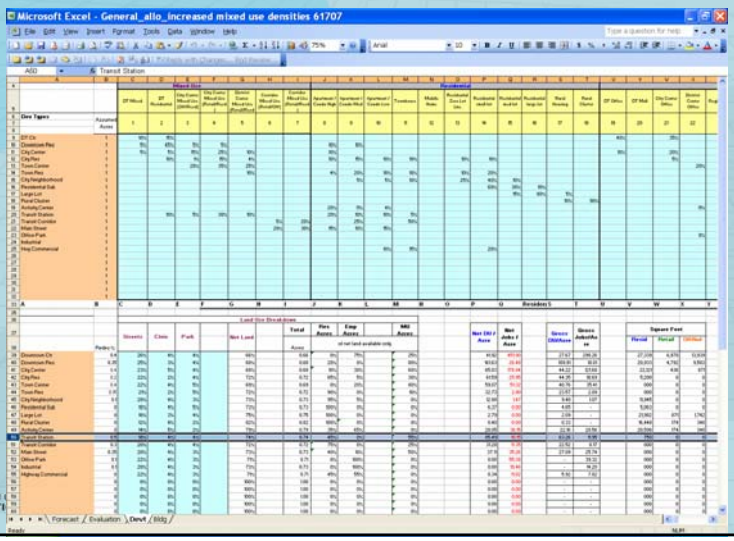
Redefining Densities

Redefining Densities and Redevelopment Rates



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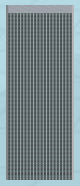
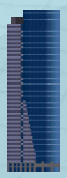
Development Types

Developed in 2003 - Based on real buildings and projects from throughout the region

Library Tower



Century Plaza Towers



Sun America Tower

Constellation Place

Grand Promenade Apts.

Single Family Homes

Multi-Family Residential

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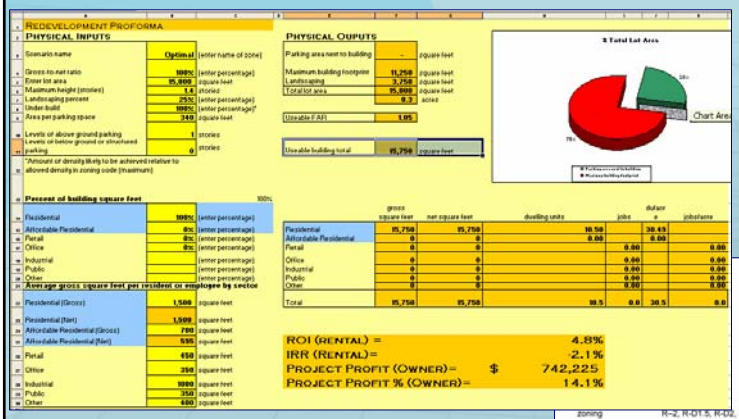
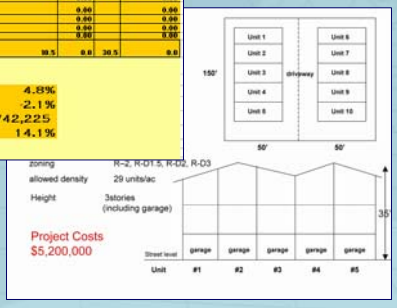
Density from Prototypes and ROI





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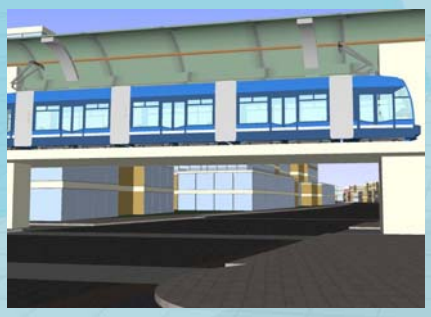
Redefining Densities



Potentially improve jobs to housing balance across the board by placing more people in centers and mixed use areas

Bring more housing into mixed use areas located around transit and near mixed use and urban centers

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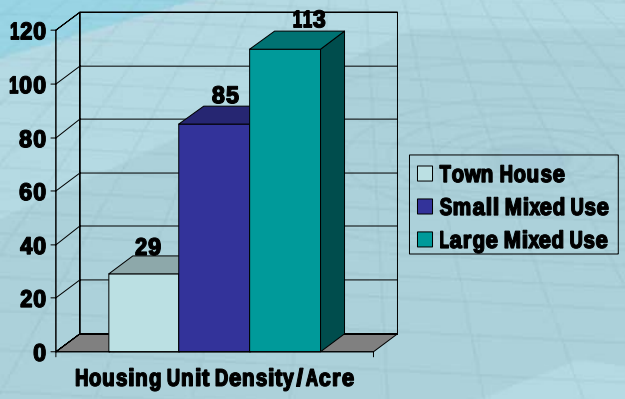
Redefining Densities

- EXPO Prototypes – Housing Unit Density



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Redefining Densities

- Transit Station Development Type

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Redefining Densities

- Town Center Development Type

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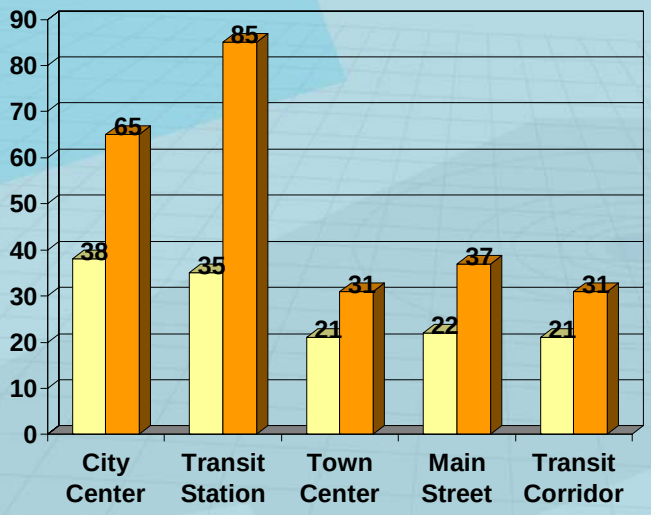
Summary: Housing Density Changes



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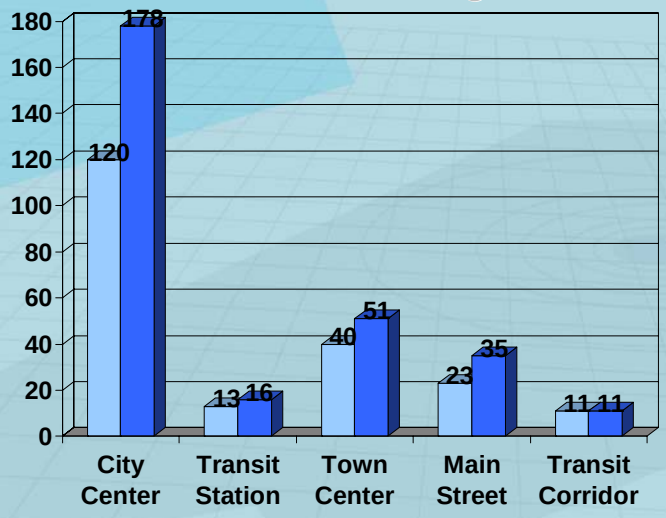
Summary: Job Density Changes



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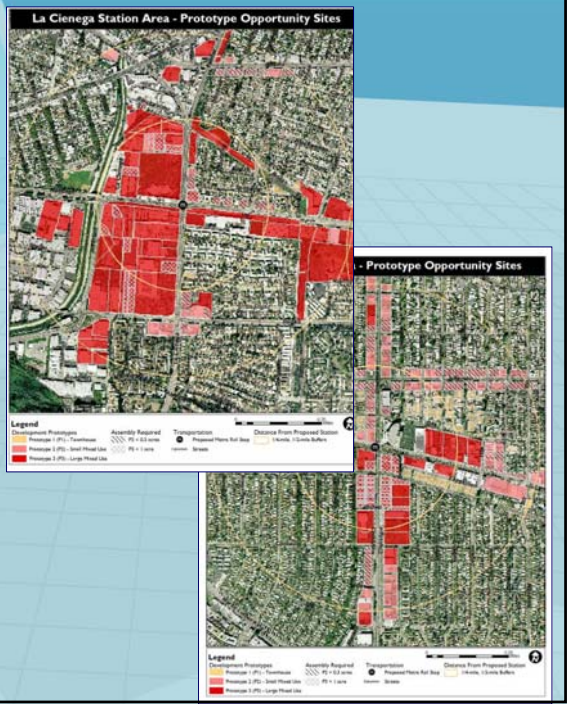
- Demo Projet Research:
- More Infill Opportunities than expected
- Higher likelihood of infill



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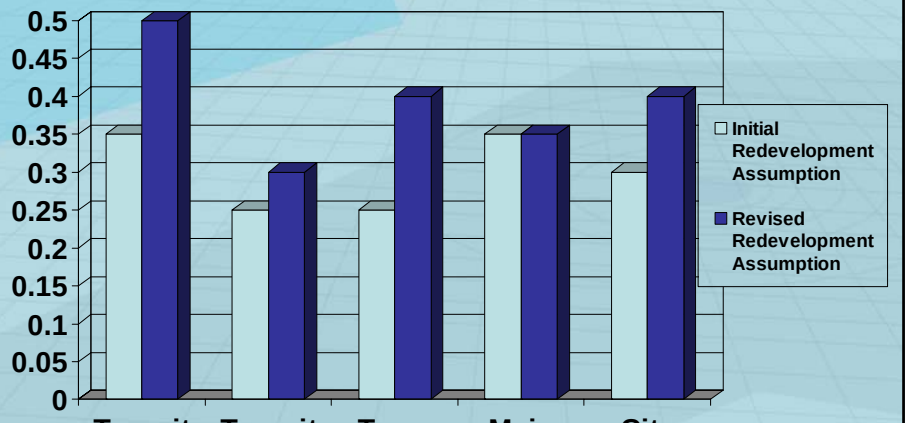
Redefining Redev/Infill

Redevelopment Assumptions



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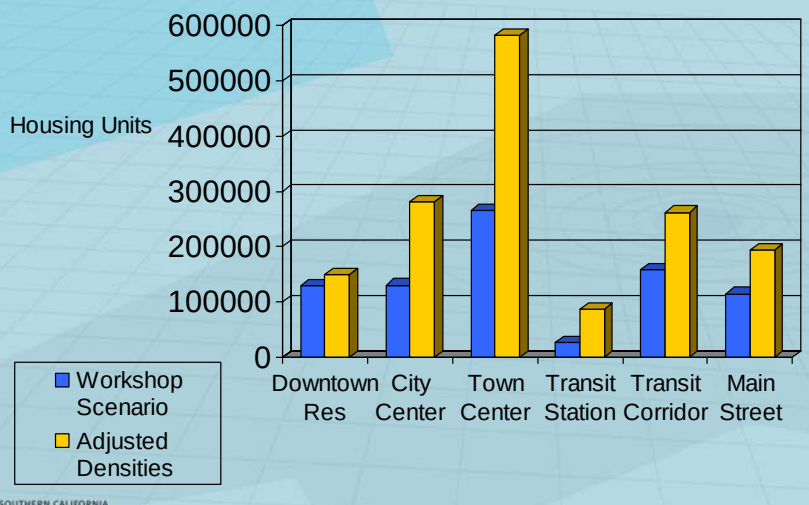
Revising the Scenario



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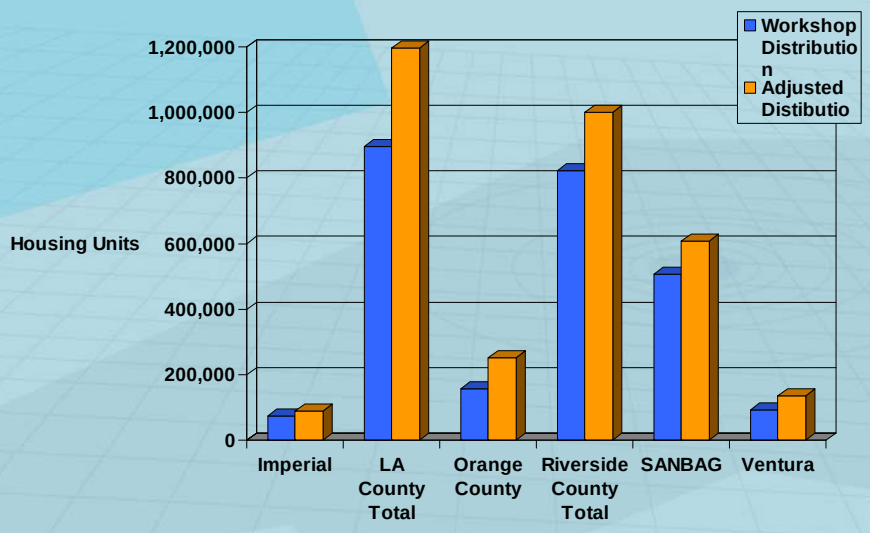
Revising the Scenario



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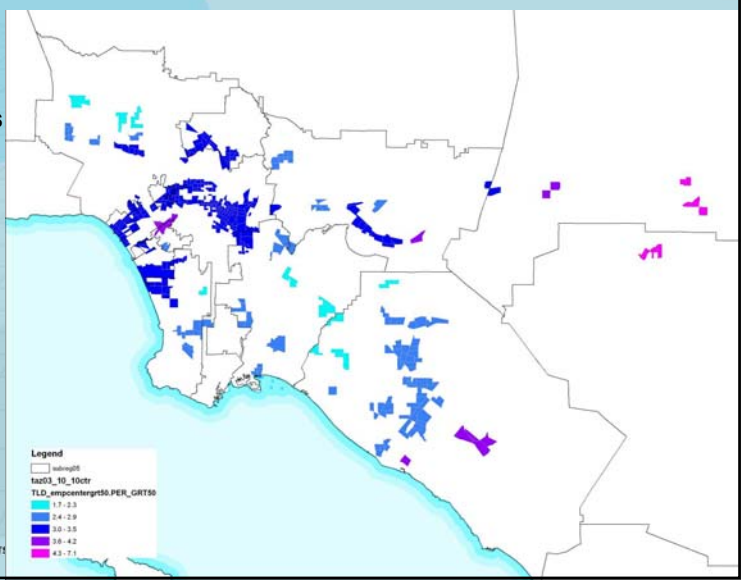
Employment Centers

- 2003 Employment Centers

Percentage of trips greater than 50 miles into the employment center



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Employment Centers

•2003 Employmen Centers

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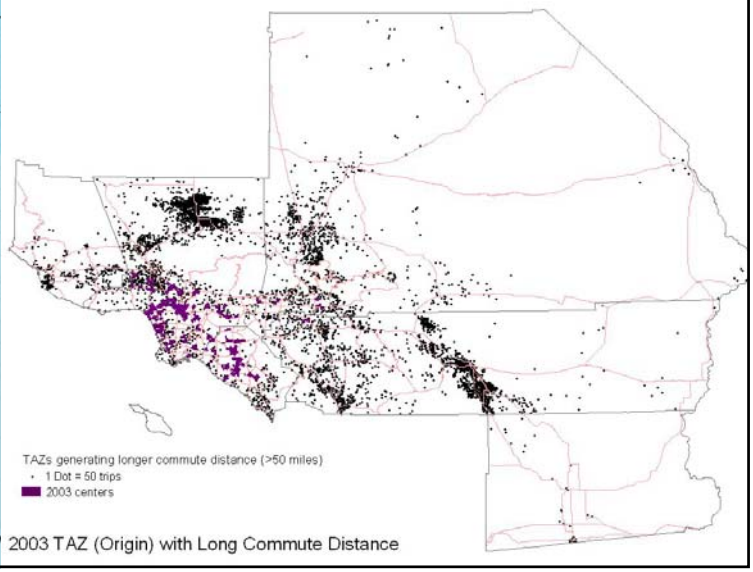

2003 TAZ (Origin) with Long Commute Distance

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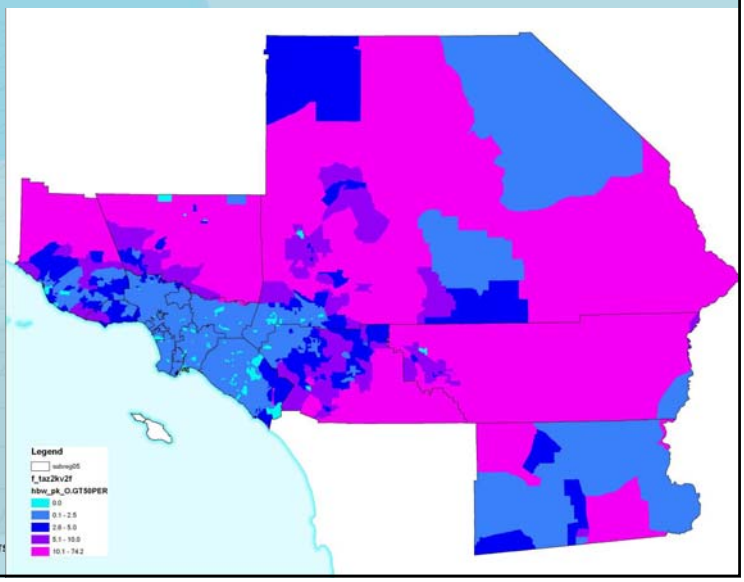
Trip Origin

•Travel Distance from origin

•trips greater than 50 miles as a percentage of all trips



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Continuing the RTP Scenario Process

3 Scenarios Tested:

1. Transit Centers
2. Employment Centers
3. Hybrid Transit and Employment Centers

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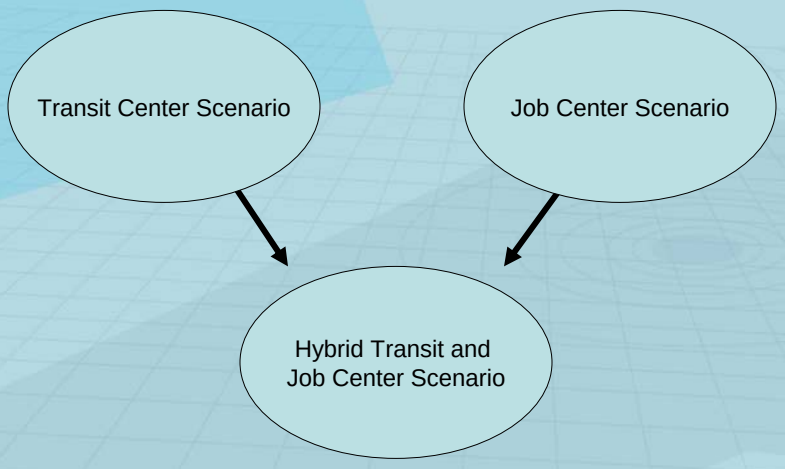
Scenario Development



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Common Methods for both the Transit and Employment Centers Scenarios

- Start with Workshop Scenario
- Intensify development within areas designated by SCAG as either Transit Areas or Employment Areas
  - Increase infill rates and densities (based on Expo Line analysis)
- Decrease development in areas with long commute times
- Largely a mathematical exercise based on existing Workshop Scenario

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Infill Rate Increase

Infill Rate			
	Workshop	Adjusted	Increase
Transit Station	35%	50%	15%
Transit Corridor	25%	30%	5%
Town Center	25%	40%	15%
Main Street	35%	35%	0%
City Center	30%	40%	10%

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Density Increases

Housing Density Changes

Housing Units/Acre	Workshop	Adjusted	Increase
Transit Station	25.5	63.3	37.8
Transit Corridor	15.4	22.5	7.1
Town Center	24.3	40.8	16.5
Main Street	16.1	27.1	11.0
City Center	25.9	44.2	18.3

Employment Density Changes

Employment/Acre	Workshop	Adjusted	Increase
Transit Station	9.7	12.0	2.3
Transit Corridor	7.9	8.2	0.3
Town Center	27.9	35.4	7.5
Main Street	17.0	25.7	8.7
City Center	81.9	121.7	39.8

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Methods Unique to Transit Centers Scenario

- Increase infill and densities within ¼ mile of transit stations
  - Bus Rapid Transit (BRT) Stations: focus on increasing housing density
    - Convert Transit Corridor to Transit Station, a housing intensive Development Type
  - Light Rail (Metro Rail) and Commuter Rail (MetroLink) Stations: focus on increasing housing and service-oriented retail to reduce out of zone service trips
    - Convert City Center and Transit Corridor to Transit Station Development Type

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Methods Unique to Employment Centers Scenario

- Focus development within SCAG's Employment Centers TAZs and adjacent TAZs
- Increase housing densities within employment areas to improve jobs-housing balance
  - City Neighborhood converted to Town Residential
  - Town Residential converted to City Residential

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Housing Reduction for TAZs with Long Commute Time

After increasing housing densities within Transit Areas and Employment Centers, housing from other areas had to be reduced to maintain the SCAG Forecast.

Housing growth was scaled back from areas with long commute times.

Transit Scenario Reduction Factors

Percentage of Trips Originating from TAZ that are greater than 50 miles	Percent housing reduction from growth increment
40%	100%
30%	100%
20%	100%
15%	95%
10%	90%
5%	60%
0%	10%

Employment Scenario Reduction Factors

Percentage of Trips Originating from TAZ that are greater than 50 miles	Percent housing reduction from growth increment
40%	100%
30%	100%
20%	100%
15%	95%
10%	90%
5%	50%
0%	20%

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Hybrid Transit and Employment Scenario

- Start with Composite (increased density) Scenario
- Combine best parts from previous two scenarios
  - Maintain housing growth in both Transit and Employment areas
  - Where there was overlap of Transit and Employment areas, priority given to job-rich Development Types (ie- City Center gets priority over Transit Station)
- Manually redistribute growth based on several assumptions

Local Adjustments

- **Local Adjustments**
  - **Areas of Interest**
    - Transit Oriented Developments
    - Employment centers
    - Opportunity areas for housing (commercial, mixed use and multi family land uses in close proximity to TODs and employment centers)

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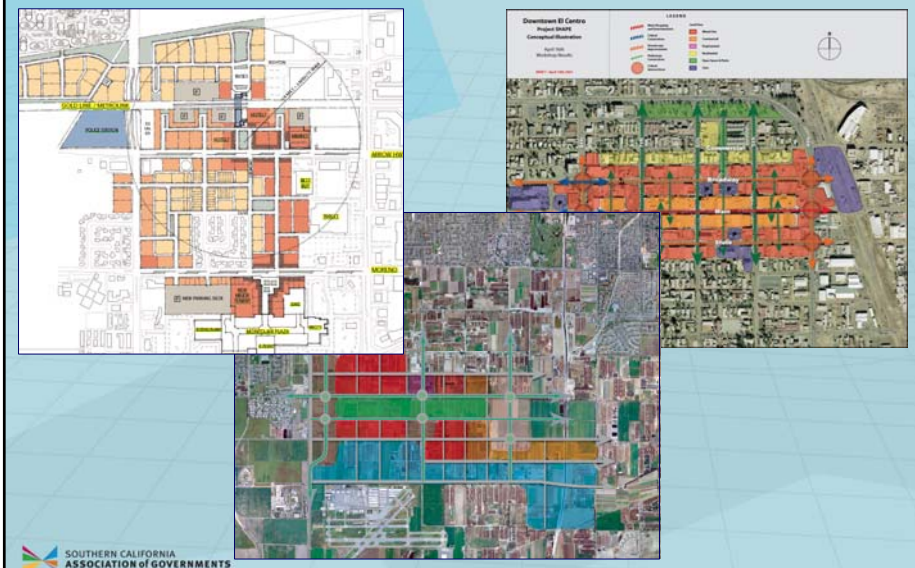
Lessons from Demo Projects



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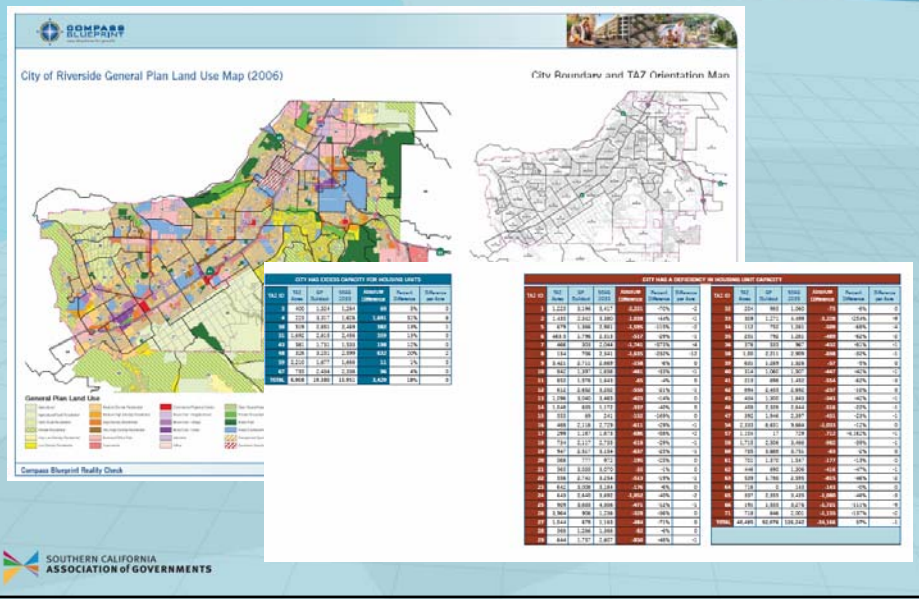
Reality Check Lessons



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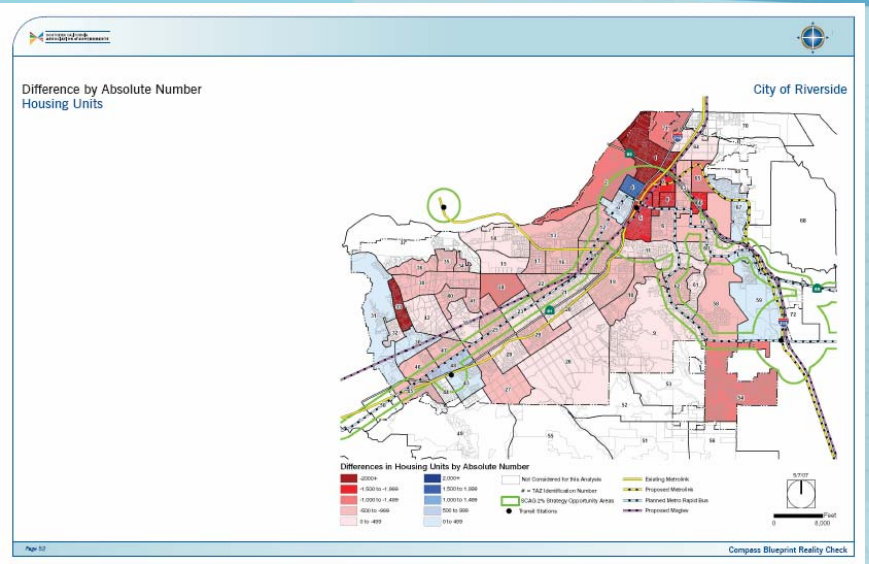
Reality Check Lessons



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Local Adjustments

How to accomplish changes:

- **Improve the job/housing balance**
  - Add additional housing near **TOD** and **Employment Centers**
  - Reduce housing or add jobs to **TAZ** with long commutes
- **Increasing transit ridership**
  - Place more housing near **TODs**
- **Decreasing single family housing and increasing mixed use housing**
  - Increased densities in mixed use and **TOD** development types
- **Moving jobs closer to existing housing**
  - Add jobs to **TAZ** with long origin commutes

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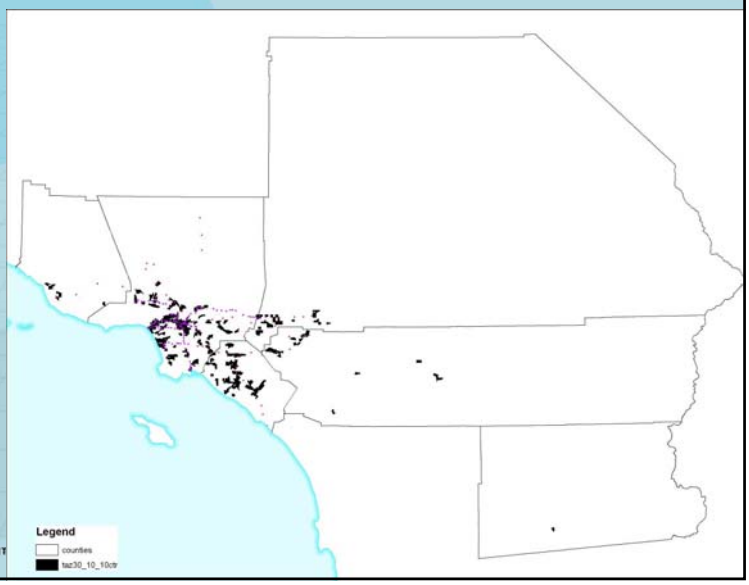
Metro Stations

- 1/3 mile buffer around station
- More urban housing with local serving uses
- Transit Station, Transit Corridor Development Type



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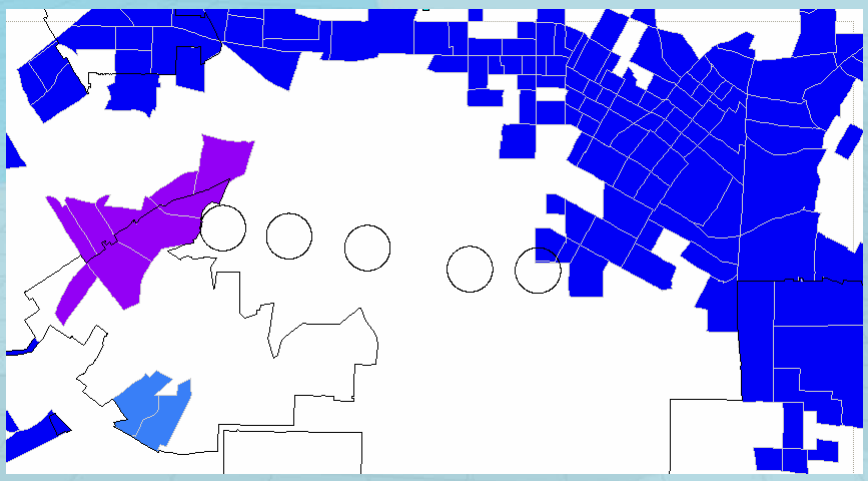
Metro - Expo



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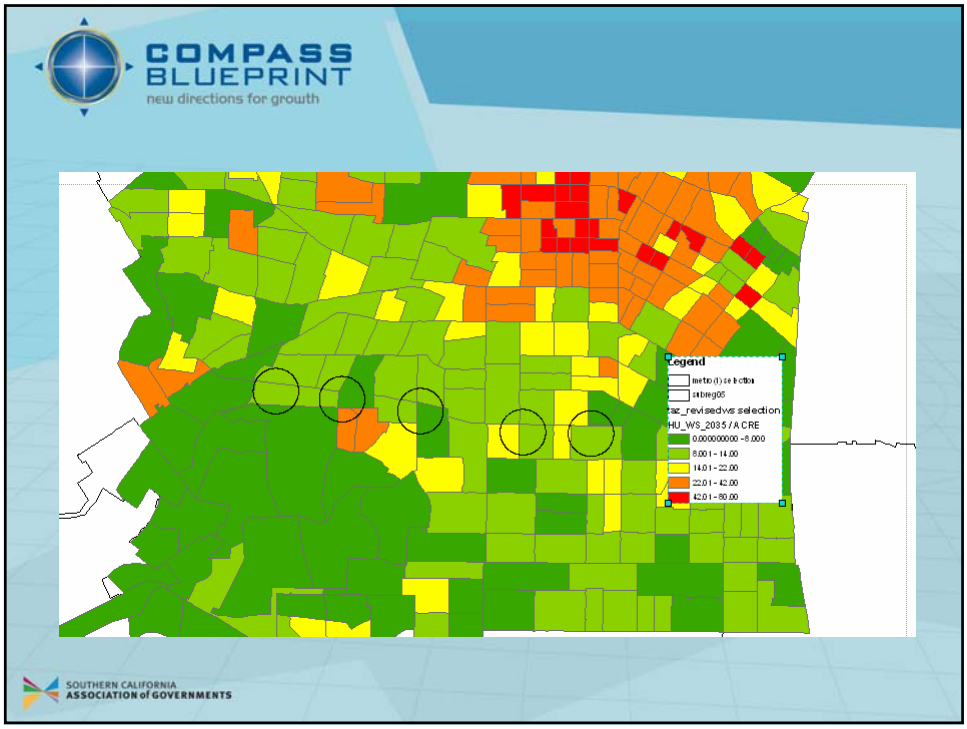
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Legend
metro (1) selection
subreg05
taz_revisedvs selection
HU_WS_2035 / ACRE
0.000000000 - 8.000
8.001 - 14.00
14.01 - 22.00
22.01 - 42.00
42.01 - 80.00
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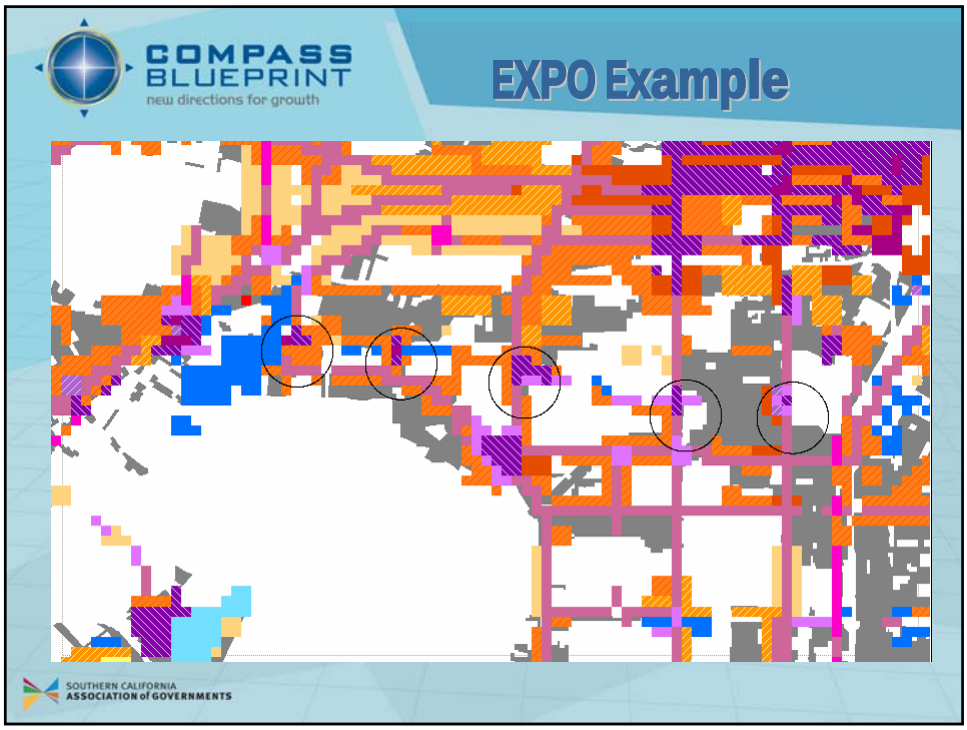
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EXPO Example
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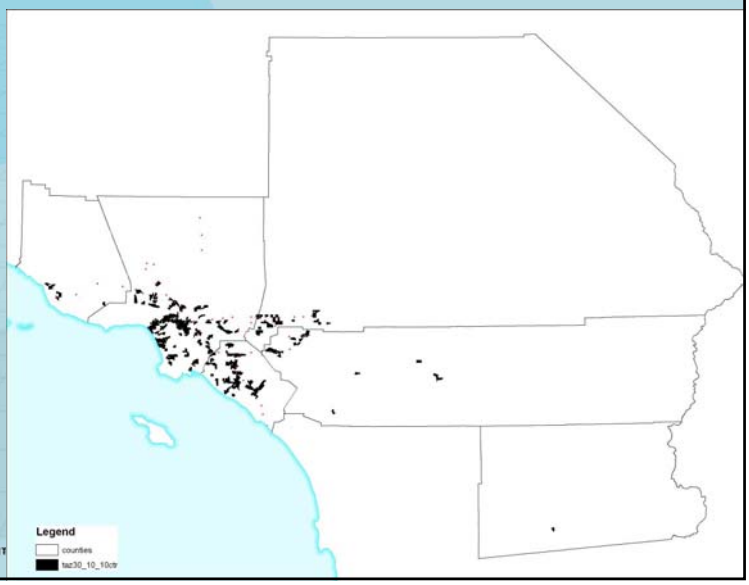
Metrolink Stations

- 1/3 mile buffer around station
- More complete communities – Town Center Development Type



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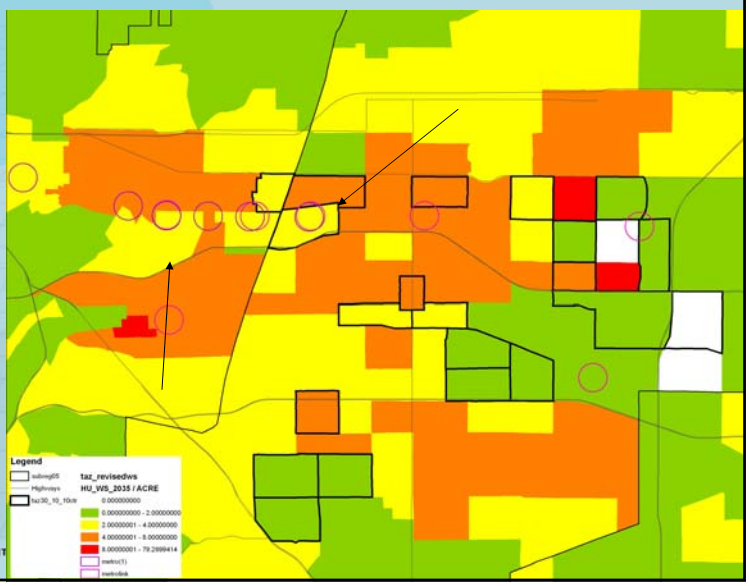
Montclair/San Bernardino

Density
- Low density housing can be converted moved closer to employment centers and TODs



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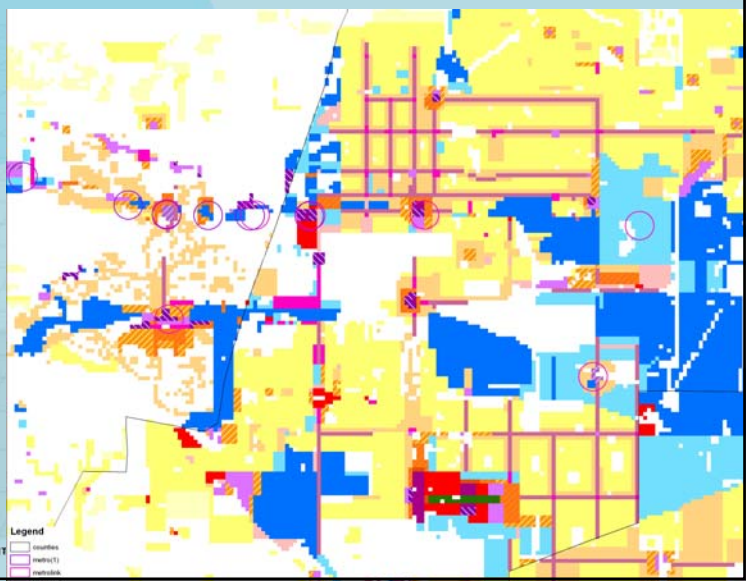
Workshop Scenario



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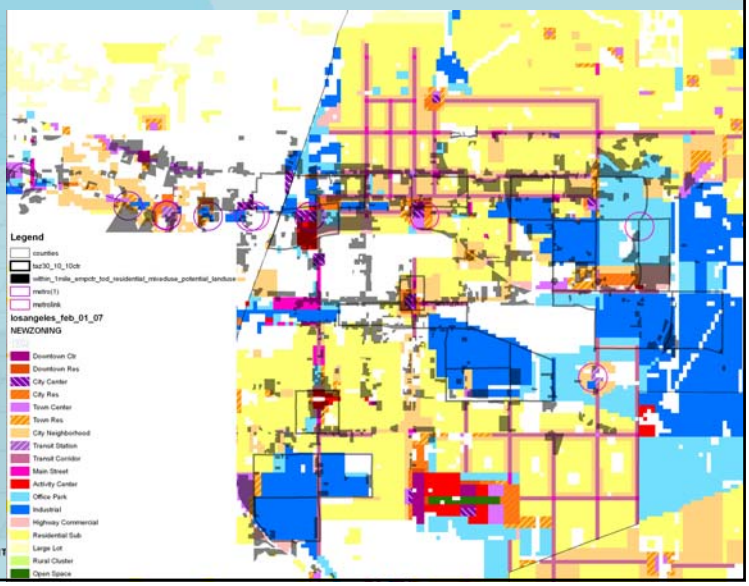
Workshop Scenario
•Gray areas are housing opportunity areas



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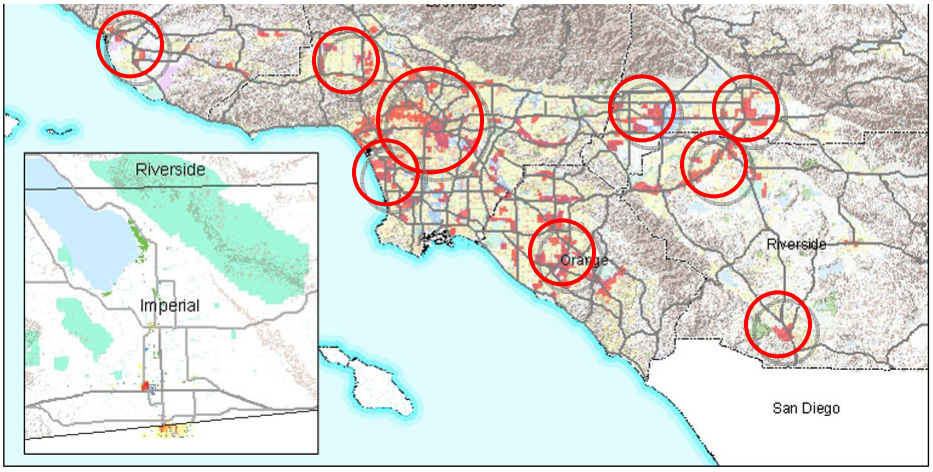
Assumptions for Manual Redistribution

1. Removed growth from Low Density Single Family not likely to redevelop
2. Removed development for slopes of 25% or greater.
3. Scaled back outlying, single use development
4. Reduced very high density development types from non transit areas and Centers
5. Eliminate the Transit Corridor Type when not near transit
6. Adjust Jobs-Housing balance within LRT areas by replacing some Transit Station development with City Center, a jobs rich Type.

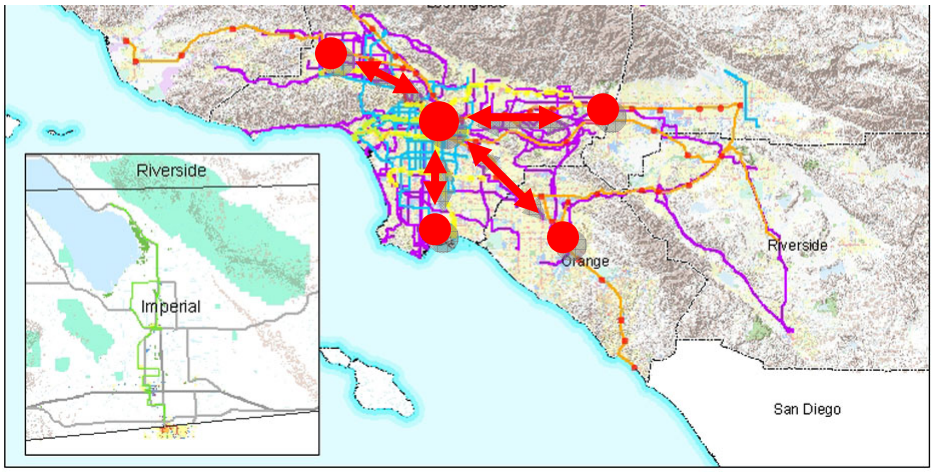
Regional Employment Zones

Focus employment into major employment centers



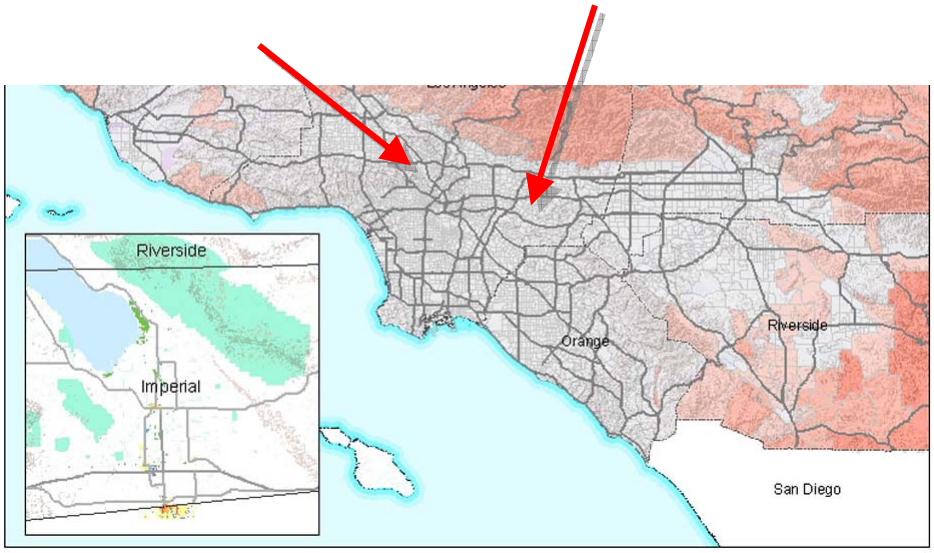
Regional Transit

Focus growth into transit station areas and major transit centers

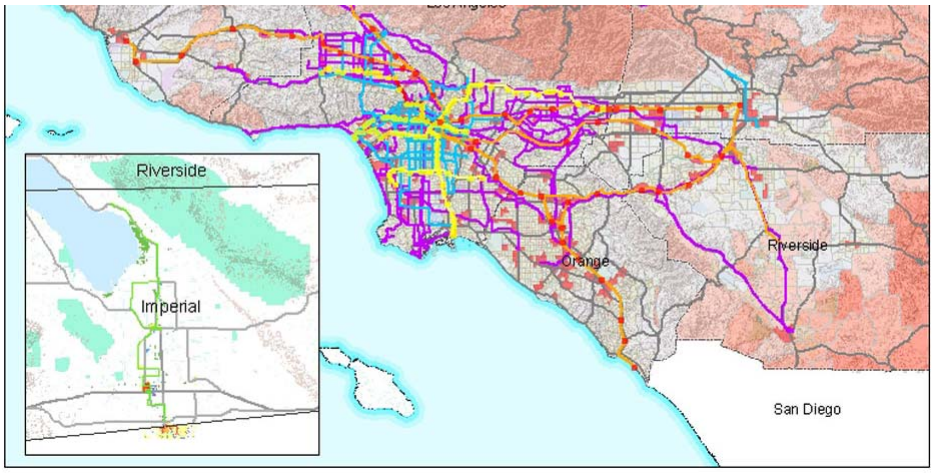


Regional Commute Times

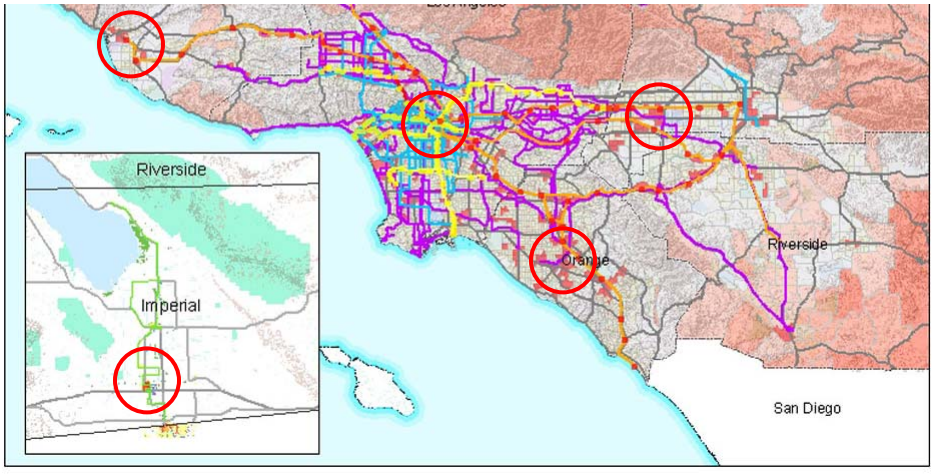
Focus growth away from areas with long commute times



Combined: Transit, Job Centers, and Commute Times

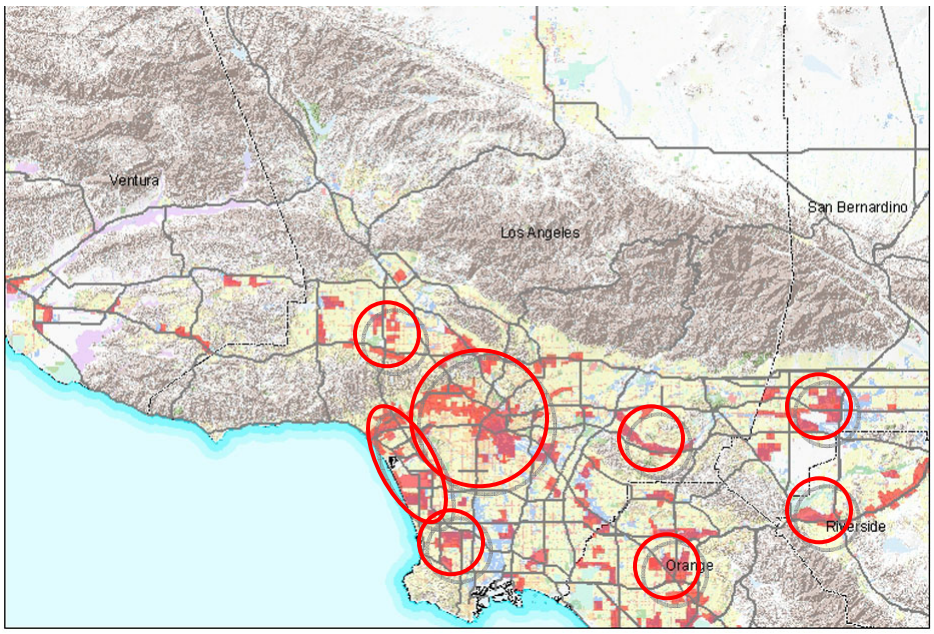


A Closer Look…



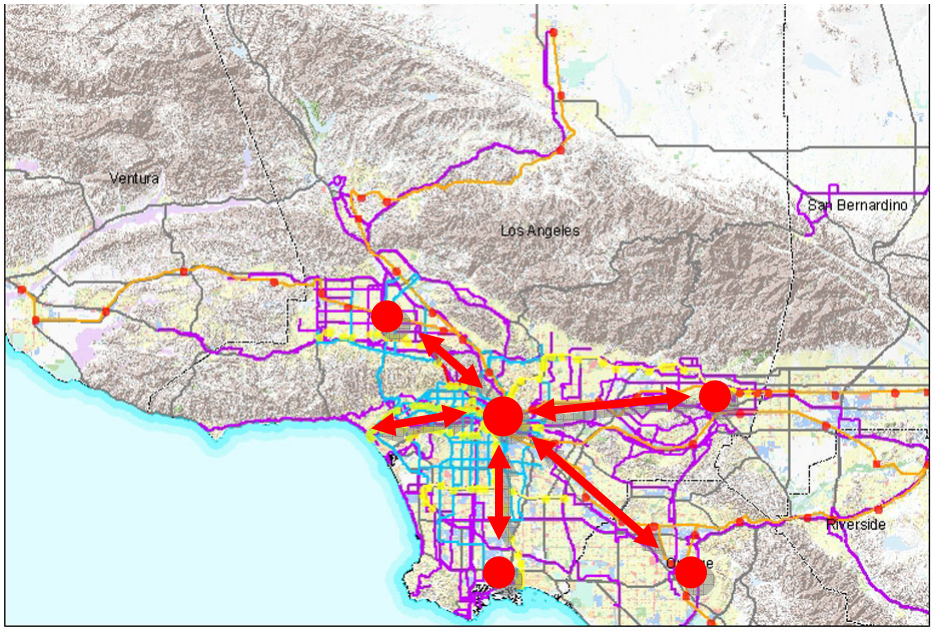
Employment Centers - LA County

Focus employment into major employment centers



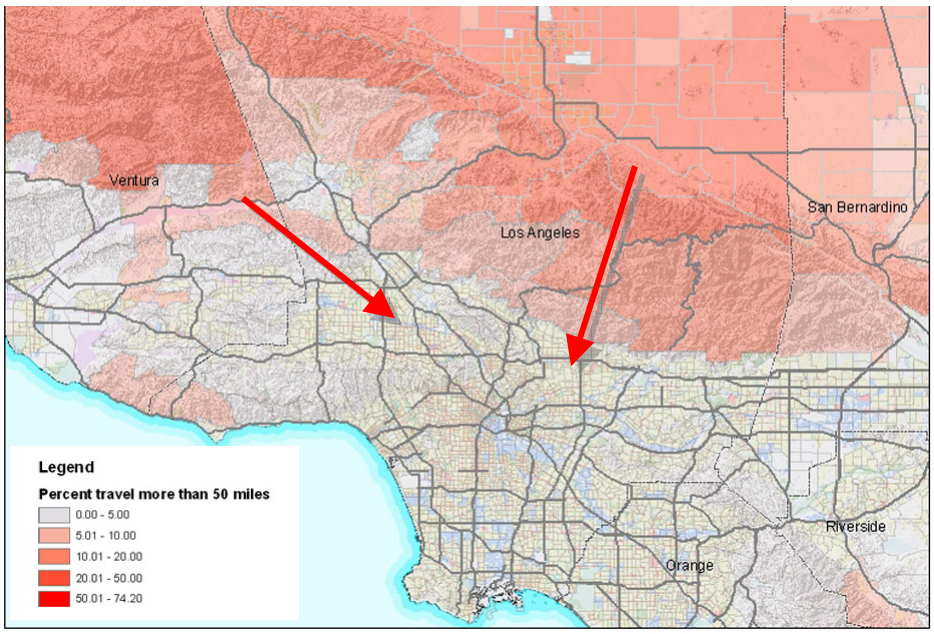
Transit - LA County

Focus growth into transit station areas and major transit centers

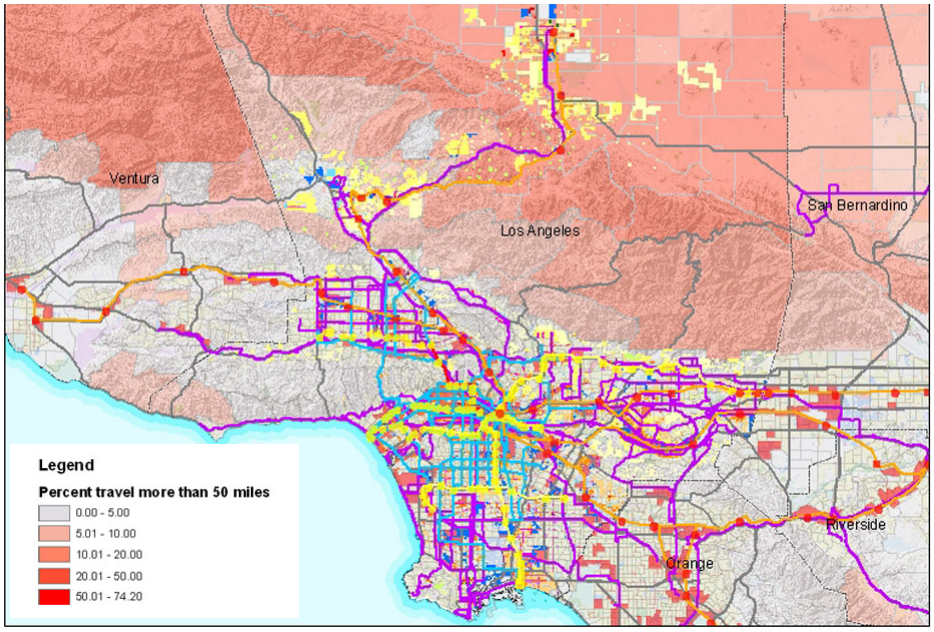


Commute Times - LA County

Focus growth away from areas with long commute times

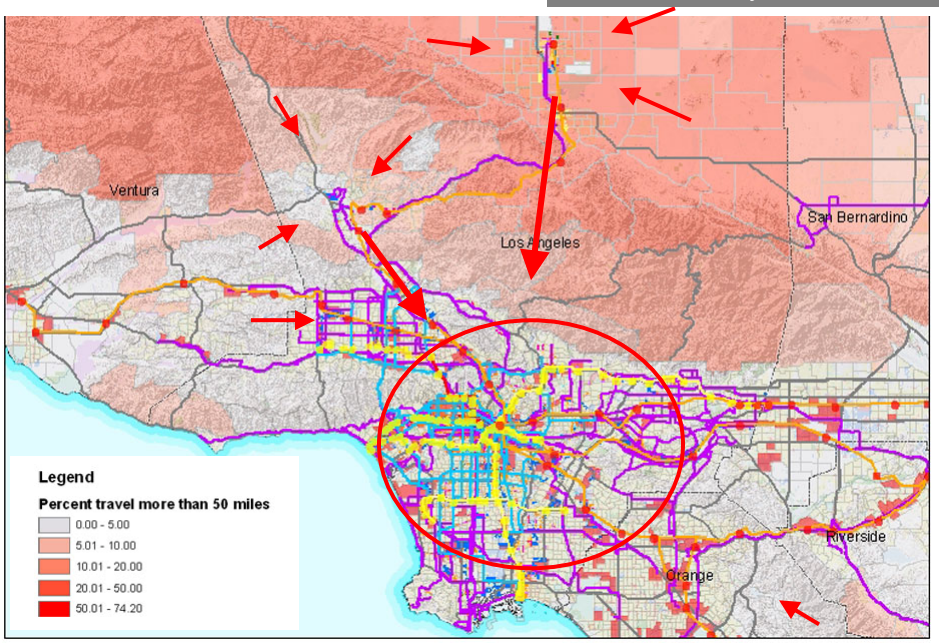


Previous Scenario - LA County

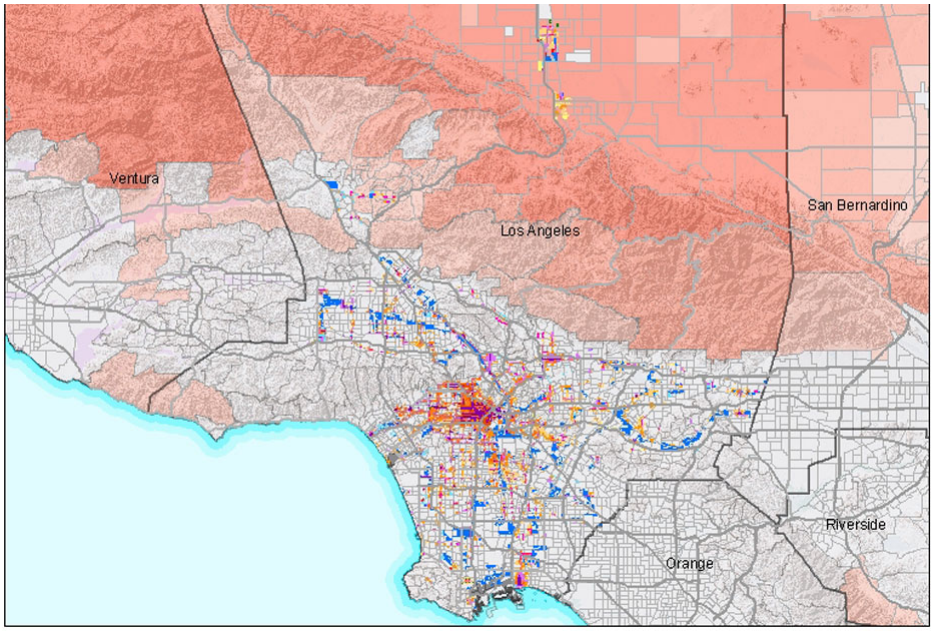


New Hybrid Scenario - LA County

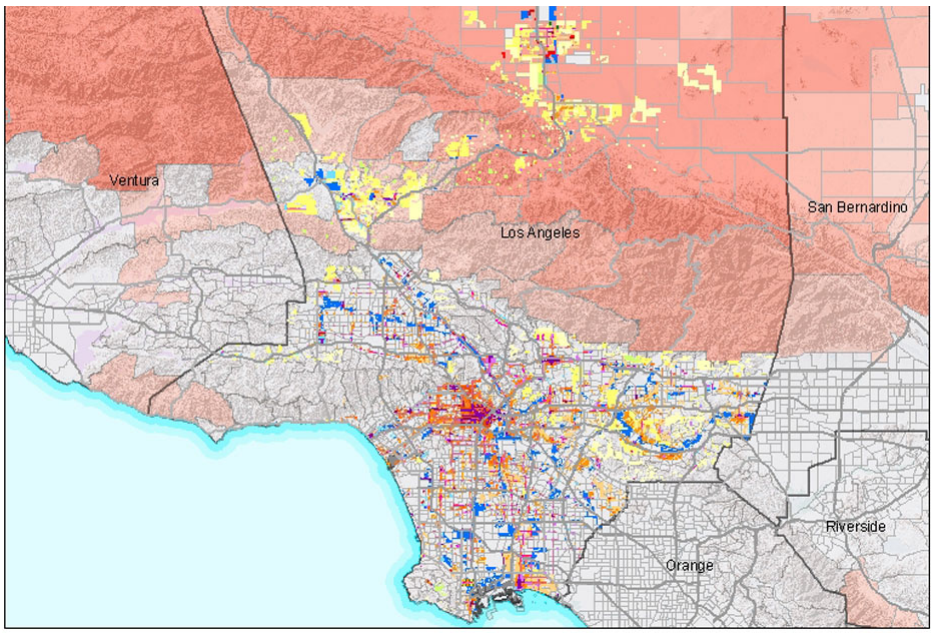
Focus outlying growth into centers
Redistribute to major centers



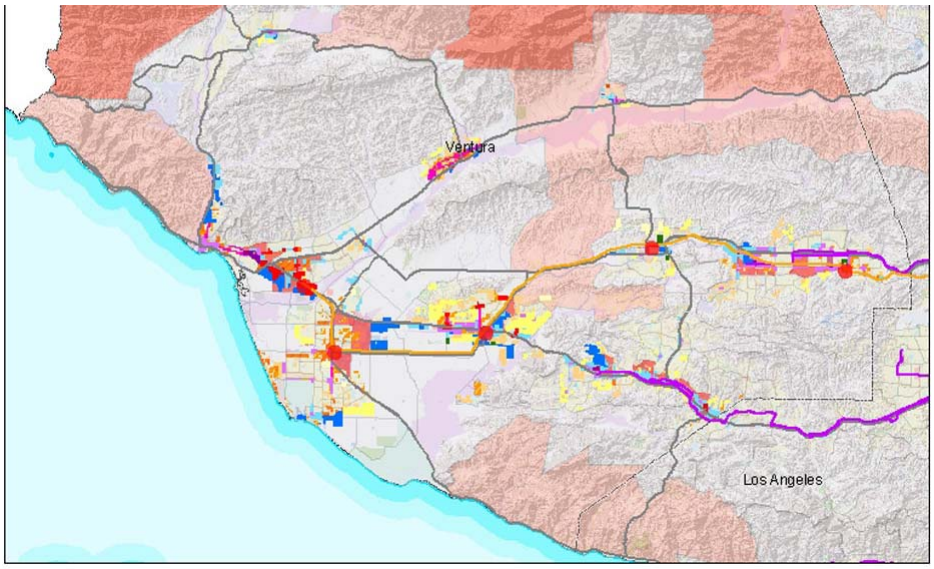
New Hybrid Transit and Employment Center Scenario - LA County



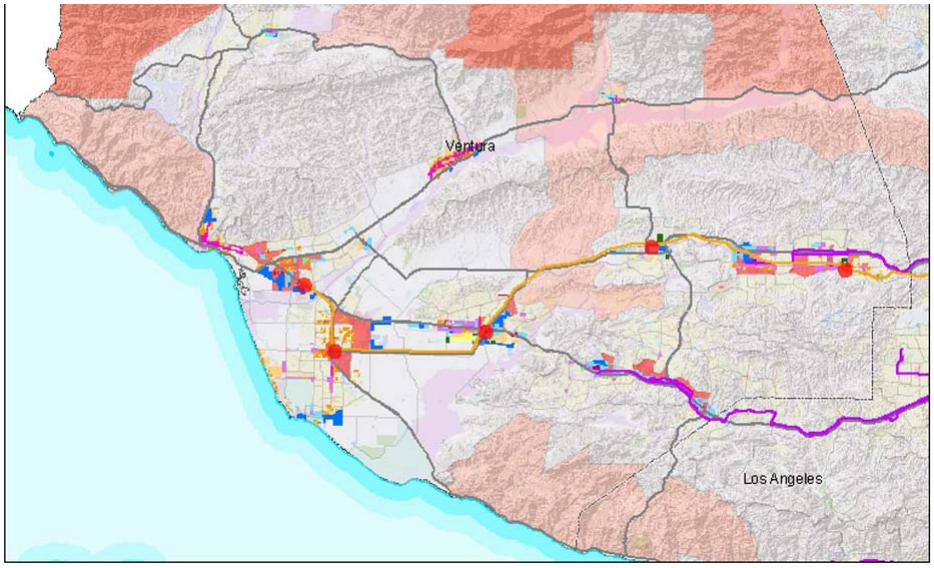
Previous Scenario - LA County



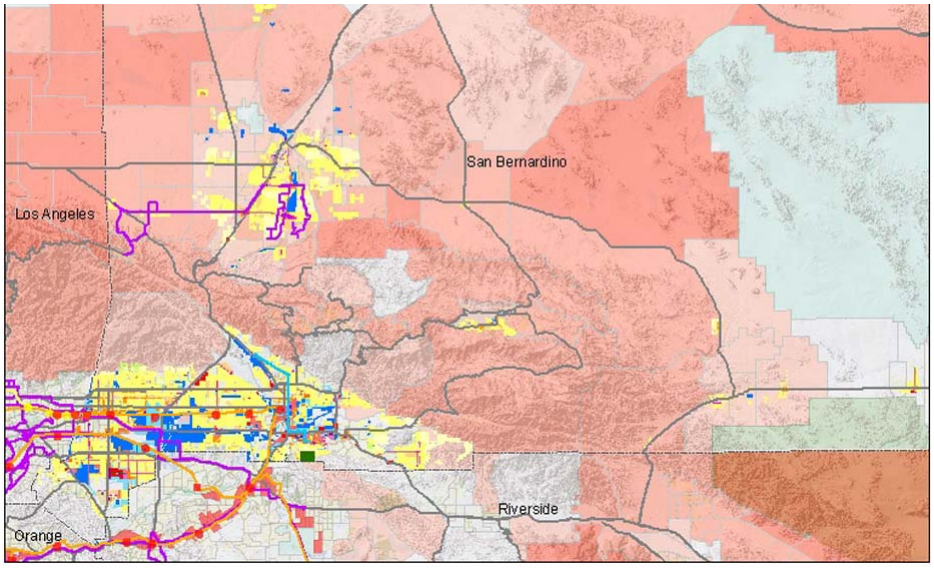
Previous Scenario - Ventura County



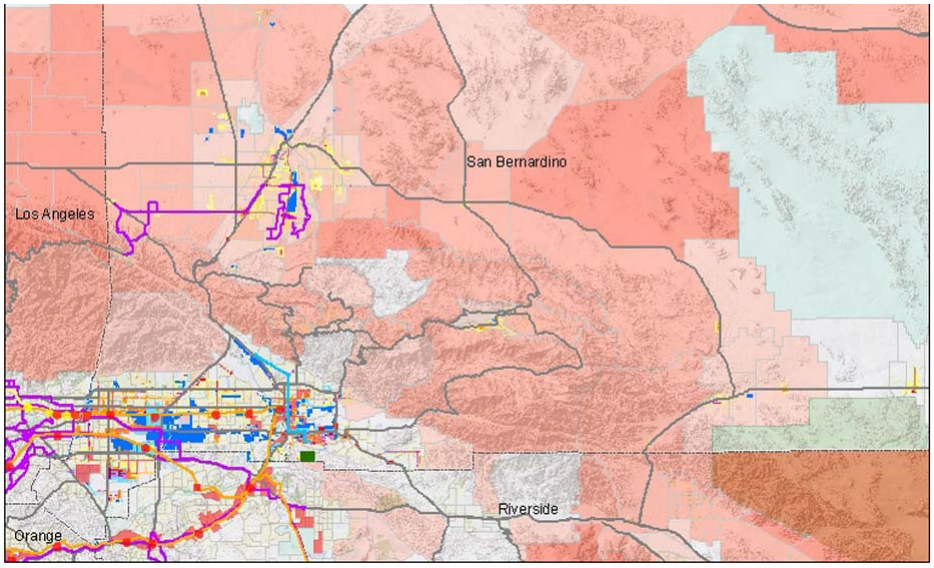
New Hybrid Scenario - Ventura County



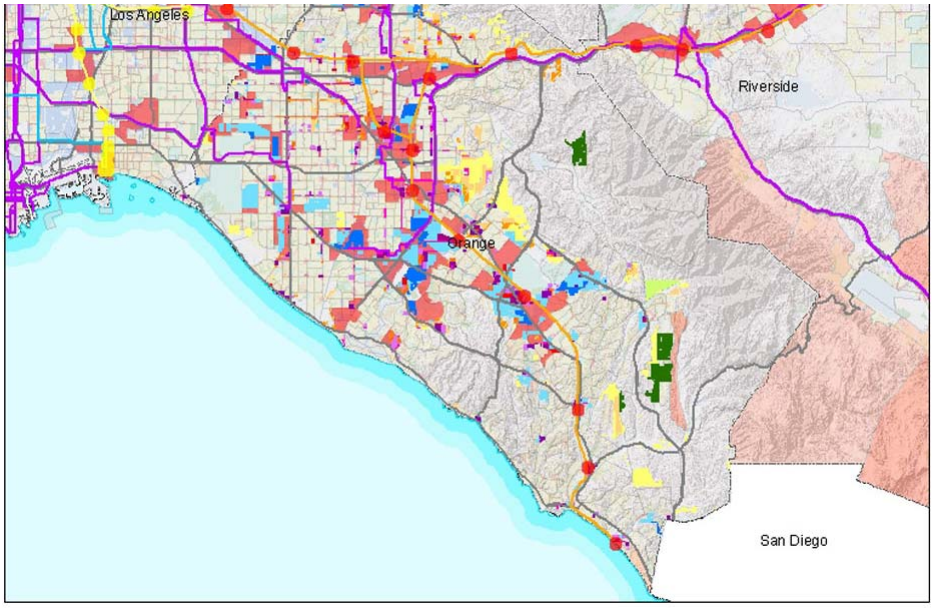
Previous Scenario - San Bernardino County



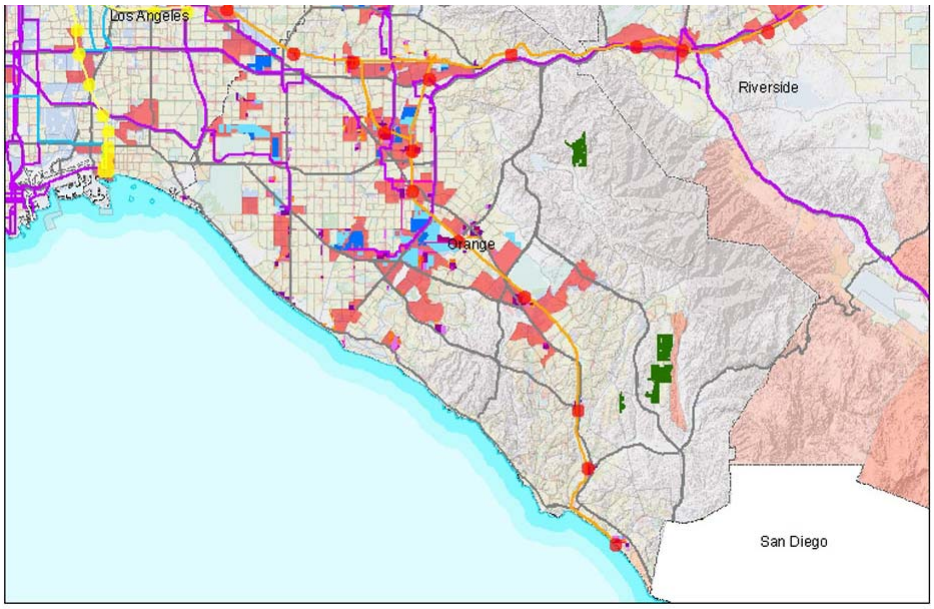
New Hybrid Scenario - San Bernardino County



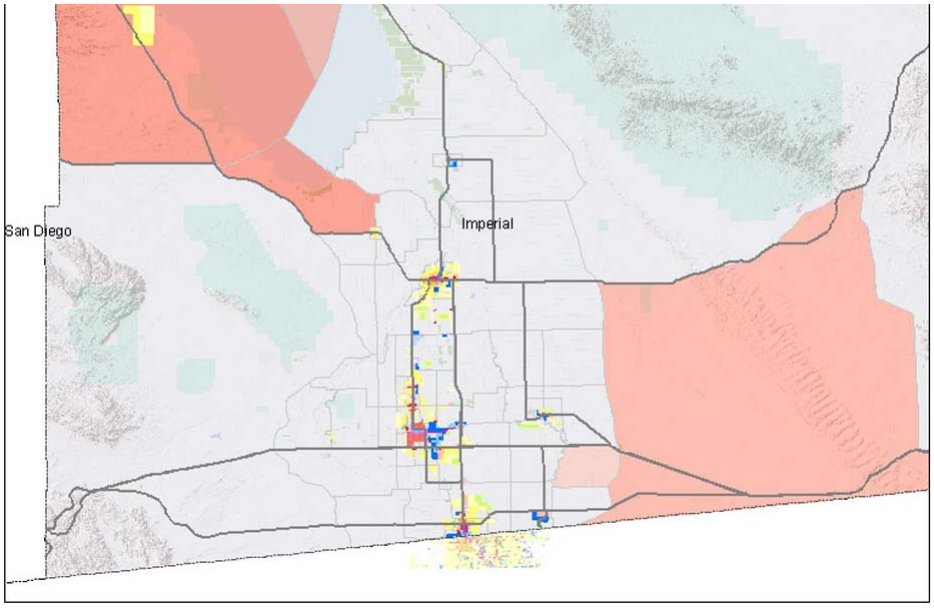
Previous Scenario - Orange County



New Hybrid Scenario - Orange County



Previous Scenario - Imperial County



New Hybrid Scenario - Orange County